

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN \$20.00
SOLE AGENTS—
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857

MARTELL'S
BRANDIES
ARE KNOWN ALL OVER
THE WORLD.
SOLE AGENTS—
H. PRICE & CO.
12, Queen's Road.

No. 13,817 號英十百捌千叁萬第 日柒十式月伍年捌十二緒光 HONGKONG, WEDNESDAY, JULY 2ND, 1902. 卷拜禮 號式月柒年式零百九千壹英港香 PRICE, \$2 PER MONTH

EMERSON'S
BROMO-SELTZER
GRANULAR EFFERVESCENT
(TRADE MARK REGISTERED)
A specially reliable remedy for Nervous,
Headache, Neuralgia, Brain Fatigue, Stomach-
lessness, Over-Brain Work, Depression
following Alcohol and other Excesses,
Mental Exhaustion, &c.

SOLE AGENTS—
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong at their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
Price \$11.25 PER DOZEN

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
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4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 10 minutes.
NIGHT CARS.
6.45 p.m. & 9 p.m. to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
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6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOMER" and "MONOPOL" CYCLES,
and we also supply Fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
McKINDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 75 lbs. net ex Factory.
\$9.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902.

REPARTICAO SUPERIOR DE
FAZENDA DA PROVINCIA
DE MACAO.

NOTICE IS HEREBY GIVEN that on
the 14th July next, at 3 p.m., the
adjudication by Public Auction will take place,
in this Office, of the "Sole privilege of prepar-
ing Opium and of selling it in Macao, Taipa
and Coloane as well as of exporting the same
from Macao for the period of ten years, from
1st September, 1903, to 30th June, 1913.
Full information as to the conditions for
the concession of the privilege can be obtained
in this Office in all working days from 10 a.m.
to 3 p.m.

JERONIMO FONTOURA DE
CARVALHO,
Inspector of Fazenda.
Macao, 14th June, 1902.

LANE, CRAWFORD & CO.
NEW GOODS.

BATHING DRESSES AND DRAWERS,
A.S.A. SWIMMING COSTUMES,
BATH ROBES,
BATH BLANKETS,
BATH TOWELS,
THIN TROPICAL BLANKETS,
&c., &c., &c.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

IMPERIAL BRAND,
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

THEY ARE UNEQUALLED AT THE PRICE

JUST RECEIVED

CELESTINS
GRANDE-GRILLE
CONTREXEVILLE

ST. GALMIER WATER

G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.
OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VOGES ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, WH. SC., A.I.M.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

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WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

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23 & 25, QUEEN'S ROAD.

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Zikie Menden, by Joseph Hopkins. 1.75
Green Barley, by Nelson. 1.75
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OUR KING AND QUEEN, TO BE
COMPLETE IN 24 PARTS
(6 PARTS READY). Each 0.40
PAIR OF LARGE ENGRAVINGS
OF THE KING AND QUEEN.
Framed. \$40.00
NEW STOCK MENU AND GUEST CARDS.
CORONATION NUMBER OF
"SPHERE" \$1.90
CORONATION NUMBER OF
"BLACK AND WHITE" 0.80

UNITED ASBESTOS ORIENTAL
"AGENCY" (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever invented. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR
METALLIC" BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" A Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARTHUR RITCHIE.
DODWELL & CO., LIMITED, General Managers.

Absolute purity can only be obtained by distillation. Avoid Typhoid,
Cholera and other ailments by drinking Pure Water.

Only Pure Treble-Distilled Water is used in the Manufacture of

AQUARIUS.

"No filter has ever been invented which can be relied on to catch the germs of Cholera
the real safeguard against danger of this kind is either to drink no water at all or to drink
orly distilled water."—St. James's Gazette.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS FOR THE AQUARIUS COMPANY.

Hongkong, 30th June, 1902.

KELLY & WALSH, LD.

NEW AND RECENT BOOKS.

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AT SWINBURGH PORT, by W. W. Jacobs. 1.75
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ICE-MARKING, by A. J. Wallis.
Taylor, C.E.; 361 Illustrations. 12.00
VERBAL NOTES AND SKETCHES FOR
MARINE ENGINEERS, by J. W.
Sothern. M.I.E.S.; including
"Marine Electric Light"; 3rd
Edition. 3.60
THE EMPIRE OF BUSINESS: THE ROAD
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THE MYSTIC ROSE: A STUDY OF "FIMI-
TIVE MARRIAGE," by E. Crowley.
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PRINCIPLES OF WESTERN CIVILIZA-
TION, by Benj. and Kid. 12.00
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AND BUDDHISM IN SIAM, by H.
Fielding. 8.25
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and Others; 321 Diagrams. 4.25

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POSITION AND LANGUAGE OF ACTS
OF PARLIAMENT AND BUSINESS
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TALLOGRAPHY, AND BLOWPIPE
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Parsons. 15.00
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"OPHIE," by J. Watson. 3.60
EAST OF THE HARBOR: SIDE LIGHTS
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L'ETRANGER, by le Bon.
D'Aubonard. 2.50
JOHN CHINAMAN, by E. H. Parker. 6.50
CHINA IN CONVICTION, by Rev. A. H.
Smith; 2 Vols. 15.00
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Mortimer Meppes. 15.00
HOW TO SPEAK CANTONESE—30 CON-
VERSATIONS, by J. Dyer Ball; New
Edition. 5.00
SELECT PHRASES IN THE CANTON
DIALECT, by Rev. J. A. Kerr; New
Edition. 0.75
PORTRAITS OF THE KING AND
QUEEN. 80 cents to \$3.50. [32a]

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GRAPHIC
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

THE SUN IS SHINING

AND
SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITE. S.

WATKINS, LIMITED.

COTTAM & CO. HONGKONG HOTEL BUILDING.

NEW TERAI AND FELT HATS,
SUMMER UNDERWEAR, AND BATHING GEAR.

NOTICE.

WE have this day been appointed
AGENTS FOR HONGKONG

for the
TAIWAN STONE AND SHELL LIME
FACTORY, MACAO.

These Limes have been tested by experts, and
found to be SUPERIOR TO ANY OTHER FOUND
IN CHINA. All houses should be lime-washed
with this Lime. It gives an odour of sweetness
and kills vermin. It is a decided check on
plague and other pestilential diseases, and it is
invaluable for building purposes, having been
tested and found to give 60 to 70 lbs. to the
square inch breaking strength.
Orders will be received and testimonials can
be seen and prices quoted on application to
C. E. WARREN & CO.,
30, Des Vaux Road Central.
Hongkong, 16th June, 1902.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHAS. MODERATE.

THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.

Tel. 56.
For Terms, apply to the

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Ma-
nagement.

Terms Moderate.

F. D. A. SILVA, Manager.
Hongkong, 23rd May, 1902.

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRATA GRADE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.
Telegraphic address "HINGKEE"

"BOA VISTA"
(HOTEL-SANITARIUM O SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA"
For Terms, apply to
THE MANAGER.

VICTORIA HOTEL,
SHAMSHAN CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901.

INTIMATION

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHAMPAGNE

JULES MUMM & CO., REIMS.

As supplied to Royal and Imperial Courts of Europe.

SCOTCH WHISKY

WATSON'S CELEBRATED

E BLEND

COGNAC BRANDIES

of the Finest Quality.

CLARET, SHERRY AND PORT

AUSTRALIAN WINES

RAINIER BEER

The Finest Beer brewed in America.

AERATED WATERS

Absolute Purity Guaranteed.

CIGARS, CIGARETTES, &c., &c.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANDA, Codes: A.B.C. 5th Ed.

P.O. Box, 33. Telephone No. 12

BIRTH.

On the 22nd June, at 83, Cavenagh Road, Singapore, the wife of ALEXANDER ROBERTSON, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 2nd July, 1902.

MUCH more than it is probably worth has been made of the renewal of the Triple Alliance of Germany, Austria and Italy effected by Count von Bulow and now finally signed; and as plainly the effect of the much vaunted Dual Alliance between Russia and France has been grossly exaggerated. Momentarily, of course, it suits all parties to these political combinations to proclaim them to the world as irrefragable, but both, as must be seen by the careful observer, contain within themselves stronger elements of disintegration than ever they possessed of affinity. Of course at the moment both fall in with the humours of the day. In certain circumstances we might conceive a joint invasion of Germany from the east and west respectively, by Russia and France, and if just such an event did occur there is no doubt that it would be effectively met by the combination of the three Powers. It is, however, a useful political-truth to be continually borne in mind by political students, that it is always the unexpected that happens, and a simultaneous invasion of Germany by Russia and France is probably the last danger which a far-seeing man would consider it necessary to guard against. Similarly there is no doubt that there exists in France a very general feeling that in entering into a close alliance with Russia, the people of France are really protecting the peace of the world. Looked at by French eyes, Germany is the type of an encroaching Power; any alliance that would be effective in placing obstacles in the way of further advance on her part would, ipso facto, be a guarantee of peace in Europe. Seen in this light both alliances

have their reasons for existence, and the superficial onlooker is apt to content himself, after the manner of his kind, with this merely exoteric view. These considerations are, however, so perfectly trite and self-evident that to the individual who looks closely into affairs the machinery must seem sadly out of proportion to the professed aims. As a fact there would be no need for the elaborate process of federation paraded were a simultaneous invasion of Germany from east and west to take place. In such a case the dictates of self preservation would impel Austro-Hungary to effect a diversion, and self-interest is a far more powerful bond than the word of princes or governments. Similarly France in the case of any unprovoked aggression on the part of Germany would find far more useful allies than her present friend, Russia.

There may of course be other reasons, not so carefully paraded, for these bonds than the mere desire for peace, and it will probably be found that the leagues in the main proceed rather from economic than political considerations. There is very little reason to doubt that Russia's consideration for France, a country which in every political aspiration stands at the opposite pole to herself, is produced mainly by the facilities she has found thereby for easing her financial troubles. On the other hand France has undoubtedly found a momentarily at least, profitable investment for her spare capital, without unduly hampering her freedom of action. So far without leaving room for sentiment there are undoubted advantages to both parties in the combination. Similarly Germany has committed herself to an economic warfare with the two great Anglo-Saxon Powers, and finds her exclusive system of trade already beginning to tell on her own resources. The want of a partner, then, is pressing in order to aid her in pulling through the more difficult sections of the road. French methods of trade in her eyes are too redolent of concealed free-trade, so instinctively she turns to Austria and Italy as the nations which offer her the best opportunity of extending her trade without enquiring too closely into her methods. Russia in whose vast undeveloped resources she sees a probable competitor in the near future, is of course by that very circumstance ruled out, so that the only possible alliance from her point of view is with Austro-Hungary, and as circumstances have compelled a close association commercially as well as politically between Austro-Hungary and Italy, the alliance with the former almost of necessity compels also the inclusion of the latter.

Circumstances, then, point to a close alliance between Germany, Austro-Hungary and Italy, as the most natural thing in the world, and doubtless so it would be were it not for other conflicting interests which Germany assumes are pulling her the other way. Germany, as we have seen, is almost of necessity driven to associate with the two in matters commercial, but her ideas are by no means contented with working on equal lines. What Germany wants with her partners is her own preponderance. From her point of view all she needs is a safe market for her protected manufactures which she is losing in the Anglo-Saxon countries; and to this end she will leave no stone unturned, with little consideration for the feelings or interests of her allies. Politically Germany looks to the absorption of the whole German-speaking race—such an absorption, in fact as would carry her territory to the Adriatic. These aspirations are of course natural, and are certainly shared by the German people, but none the less are a menace to the peace of Europe and of the world. The least that can be said of them is that they reduce the Triple Alliance to little more than a phantom, and indicate that, should any strain be placed upon it, it must collapse from its own internal want of cohesion. So he would be a very inattentive onlooker of events who would attribute any vitality to the present alliance of France and Russia; one element of strength it undoubtedly has at the present moment, and that is a common hatred of England. England has undoubtedly stood in the way of both France and Russia in projects on which they had centred their most daring ambitions. A French Africa was the dream of the one; a Russian Asia was the dream of the other. Neither of these was compatible with the aspirations of British Empire, and as the British nation at large was scarcely prepared to fall in with either, and showed pretty plainly its disapproval of both, the two nations, otherwise with no sympathy or feeling in common, were inevitably led into a momentary alliance. Momentary we say without hesitation, as it carries none of those elements of a common interest which are necessary to the formation of any permanent or abiding pact. Suppose in a future struggle England and the British Empire were either altogether successful, or were altogether blotted out of existence; the result, in the first case would

in the nature of affairs be a mutual repudiation, and mutual recriminations for having led to the disaster, or in the other event, of the inevitable struggle of the wolves and bears over the prey. Altogether, though at the instant interesting, neither of these continental alliances is in the slightest degree influencing or likely to influence the inevitable course of events. They are feathers, and as such indicate more truly than weightier events the direction of the wind; but have no further effect than has the weathercock on the coming storm.

We understand that Mr. H. E. Pollock, our former Acting Attorney-General, has not after all resigned the Attorney-Generalship of Fiji, but has merely gone home on leave of absence.

Five fresh fatal Chinese plague cases were reported up to noon yesterday, two bodies being found, in Square Street and in Reclamation Street, Yau-mat, while the other deaths were from Queen's Road West, Robinson Road, and On Wai Lane.

It is hardly to be wondered at that a London telegram of the 14th ult. should say:—The discrepancy between Mr. St. John Brodick's estimate of Burghers in the field at the beginning of the year and the numbers the surrenders are revealing is much commented on.

The *Helios* arrived at Wonsung on the afternoon of the 23rd ult. and reported that cholera was raging very severely at Kanata (45 miles north of Nagasaki). The *Helios* is held in quarantine at Wonsung for nine days. Two Chinese were left at Nagasaki. One Chinaman died on the 23rd. Three suspects were taken ashore to the quarantine station.

What was believed to be an eruption was observed on Mount Iwaki, in the extreme north of Honshu, Japan. According to a telegram from Aomori, unusual signs were seen on the summit of the mountain, a large volume of smoke issuing from the summit on the 20th ult. A later telegram states that what had the appearance of an eruption is a forest fire, extending over several acres, which is still burning.

A Chinese leper, with the name, as given in American papers, of Dong Gung, who has for four months past occupied an isolated house at St. Louis, Mo., is stated, apparently recovered from his malady and will be released within two months unless the disease returns. Chaulmoogra oil, the product of an East Indian tree, has been the sole treatment administered to the man by Dr. Martin C. Woodruff, superintendent of quarantine.

The order at the finish of the Summer Eight at Oxford, which concluded on the 28th May, was:—First Division.—University, New College, Magdalen, Balliol, Pembroke, Worcester, Brasenose, Trinity, Exeter, Christ Church, and Lincoln. Second Division.—Lincoln, Keble, Wadham, Merton, Hertford, Queen's, Jesus, Corpus, St. John's, Oriel, St. Catherine's, and St. Edmund Hall. Christ Church headed the list of successful boys with five bumps in the six days. Wadham made four, Brasenose three, Jesus and St. John's two each, and University and Pembroke one each. Merton was the most unsuccessful, losing a place each day, followed by Queen's and St. Catherine's, three, Corpus two, Worcester, Trinity, Hertford, and New College one.

The *Journal of the Royal United Service Institution* for the current month contains a reprint of the lecture by Admiral Sir J. O. Hopkins, entitled "Is a Second Class or Smaller Battleship Desirable?" The naval notes, home and foreign, are as interesting and valuable as usual. They include a summary of the Schley inquiry, with the report of the committee—very adverse, it will be remembered, to the American admiral. From this adverse report Admiral Dewey, the president, mainly dissented. The report of the umpires on our naval manoeuvres is also given, but the report is bald and devoid of interest. Two illustrations are given of the Woodcock ascending the higher reaches of the Yangtze, an operation which had to be performed in some places by the aid of tug-boats to enable the little ship to pass the rapids.

The Saigon *Opinion* rejoices over the non-exclusion of Doumer in the new French Cabinet. "Think of it!" says our contemporary. "M. Delcassé retains the portfolio of Foreign Affairs in the new combination, an unapproachable enemy of our ex-Governor-General! No one can have forgotten the brutal recall of the Blim Mission, which was sent to Yunnan on the orders of M. Doumer, who believed himself strong enough to dispense with the previous authority of the Minister for Foreign Affairs. That was a bitter affront. From the Quai d'Orsay came a cablegram ordering the immediate abandonment of the mission. Our potentate has certainly not forgotten that cablegram, and many a time he must have dreamt of revenge. Now, supreme humiliation, M. Delcassé is still a member of the new Cabinet, and by the side of M. Delcassé whom do we see? M. Gaston Doumergue, the young and brilliant Deputy of Gers, who on the occasion of the late vote on the loan was the only one who opposed M. Doumer's projects. M. Gaston Doumergue is another enemy, and the more dangerous in that he has been entrusted with the portfolio of the Colonies. Surely it is a real conspiracy against our former Governor-General. Nor is that all. At the Ministry of Marine M. Combes has placed M. Pelletan, that ardent and conscientious politician, who will never forgive the hateful delinquency secured by Melinist gold—of one whom he used to regard as the young leader of the Radical Party. It is against these three pitiless adversaries that M. Doumer must struggle to-morrow, perhaps defend himself."

The *Neue Freie Presse* has made the discovery that "if England ceased to be the great Power which she now is, the whole balance of power throughout the world would be convulsed by a ghastly movement like that of a huge landslip."

It is stated that F. S. Mayer, the American citizen who was convicted of fraud in the Yokohama Chito Saitancho and sentenced to 18 months' major imprisonment and six months' police surveillance, will not appeal from his sentence.

On the 14th ult. Somersetshire beat Lancashire at cricket by nine runs. The rest of the matches were drawn, owing to rain. The competing sides were Gloucestershire and Surrey; Kent and Nottingham; Derbyshire and Worcestershire; and Hampshire and Leicestershire.

Authoritative, but not official, news, it is said, has been received indirectly in Colombo that Ceylon is to be connected with Australia and London by a new cable. It will join Ceylon to Mauritius and the Cape on the one hand and to the Cocos Island and Australia on the other. This is one of the strategic lines which the Committee on Cable Communications suggested.

The rise of 6s. per share on Mr. Alfred Holt's offer to the China Mutual shareholders came from Messrs. A. Weir and Co., who are with one exception the largest British sailing-ship owners, and they also possess some 22 steamers. They have one regular line of sailings from Glasgow and Liverpool to New Orleans, and their other vessels are employed in tramp business. They are associated with the Glasgow firm, Messrs. Harrison, Weir and Co., and with Messrs. T. and J. Harrison, of Liverpool.

In Berlin military circles it is reported that besides the augmentation of the German troops in China, also the clothing of the corps will undergo a complete transformation. Neither the summer nor the winter dress of the men has been found to answer the service required of it; especially the catfurs, of which at the equipment of the troops over 10,000 were furnished, could not be kept from being spoiled by moths or the climate. The shoes or boots also were found impracticable for East Asiatic conditions. It has been decided, therefore, to adopt the English system of dressing the German troops in Asia, both infantry and cavalry.

The *Independence Belge* publishes a private letter from Mr. Davidson, Assistant Colonial Secretary at Pretoria, to a friend. Its contents, the journal remarks, will doubtless not prove pleasant reading to many of its readers. The letter, which constitutes a warm panegyric of the British administration of the Transvaal and a justification of British methods of warfare, concludes with an expression of the writer's belief that when once peace is concluded the two races will fuse rapidly and the Boers will become the most faithful of British subjects. Mr. Davidson recalls the fact that Dutch burghers occupy prominent posts in the administration of Ceylon, and that many members of the British aristocracy are of Dutch origin, but he says that the *taal* could never become the language of South Africa owing to its imperfections.

In connection with the statement in a recent London telegram that "a number of Ritualist clergy are rejecting the service ordered for Coronation Day, because therein the King vows to maintain the Protestant reformed religion," the following letter in the *Saturday Review*, signed W. M. Marbery, may be of interest:—"Sir,—Those who deny the status of the ancient Ecclesia Anglicana are, no doubt, rejoicing in the support they receive from the Coronation service to be used in the churches on 26th June next. The clergy are expected to announce the King as taking an oath to maintain the Protestant Reformed Religion, while words contained in the service to be used in Westminster Abbey referring to His Majesty's 'Defence of the Catholic Faith' are omitted from the summary of proceedings to be announced in the churches. I have suffered the loss of my worldly possessions in the Transvaal on account of my loyalty, and on many occasions on the platform I have done all I could to support our cause against the Boers, but I cannot betray the Church by making the above announcement."

Discussing the conduct of the allied contingents in North China in his book entitled *China and the Powers*, Mr. H. C. Thomson very pertinently writes:—"No attempt was made by the Allies to mitigate the sufferings of the homeless thousands by forming concentration camps, as has been mercifully done in South Africa. Those who were not killed were merely left to starve, or to be frozen to death. Indeed in every way the campaign in South Africa has been in striking contrast to that in China, and shows an honest endeavour on the part of the British commanders to act up to the spirit, if not to the letter, of the Hague Convention, although the Boers were not a party to it, as the Chinese were; and it shows, also, a distinct advance upon the heretofore recognised usage of war. . . . Now in China quarter was seldom given . . . whereas in South Africa it has been accorded, many may think with a mistaken leniency, even when the Boers have deliberately adopted the British uniform. It is a bitter irony that the British troops, who have acted with a humanity and consideration seldom known in previous wars, should be held up to obloquy in the way they now are; and the irony becomes the more bitter when the terrible deeds are recalled (in which the British troops had no part) committed by the troops of these very nations who are now their most vehement accusers. 'Sweep the snow from your own doorstep,' says a Chinese proverb, 'and do not trouble yourself about the frost on your neighbor's tiles.'"

The Imperial German mail steamer *Prinz Regent-Luitpold*, which left here on the 29th May, at 9 a.m., arrived at Genoa on the 29th ult. p.m. The steamer *Arcton* *Apar*, from Calcutta, left Singapore for this port on the afternoon of the 1st inst. The O.S.S. steamer *Stentor* left Foochow on the 30th ult. for Amoy and Hongkong, and is expected here to-day. The O.S.S. steamer *Ulysses* left Singapore on the 30th ult., and is expected here on the 5th inst. The "Barber" Line steamer *Hyllgen*, from New York, arrived at Singapore on the 30th ult., and sails thence on the 2nd or 3rd inst. for Hongkong via Manila. The N.P. steamer *Tacoma* arrived at Tacoma from Japan and Hongkong on the 26th ult.

TELEGRAMS.

"DAILY PRESS" SERVICE.

GENERAL NEWS.

FROM OUR SPECIAL CORRESPONDENT.

LONDON, 1st July, 11.10 a.m.

PRINCE CHENG IN BELGIUM.

Prince Cheng, the Chinese special envoy to the Coronation of King Edward, has been entertained to dinner by King Leopold at Ostend.

THE CURRENCY OF THE PHILIPPINES.

The United States Conference Committee on the Philippines Bill has agreed to a compromise, eliminating the gold standard and postponing the constitution of a Legislative Assembly until the census.

REUTERS'S SERVICE.

LONDON, 28th June.

HIS MAJESTY STILL IMPROVING.

His Majesty has to-day been transferred from his bed to a couch. He is cheerful and active-minded, and is progressing marvellously. He yesterday sent a telegram to the German Emperor saying how deeply touched he was at the kind thought of His Majesty in appointing him an Admiral in the German fleet, and this message the Emperor signalled to the fleet at Kiel.

This evening's bulletin says that His Majesty has passed a very comfortable day, and that his progress continues to be quite satisfactory. The afternoon bulletins are now discontinued.

THE TRIPLE ALLIANCE PROLONGED.

A treaty has been signed at Berlin prolonging the Triple Alliance. There is no change in the conditions.

LONDON, 29th June.

HIS MAJESTY'S ILLNESS.

The bulletin issued at nine o'clock this morning says that His Majesty has passed a good night, and feels stronger despite some discomfort in the wound. Nothing has occurred to disturb the patient's satisfactory progress.

LONDON, 29th June.

THE KING'S PROGRESS.

A bulletin issued at four o'clock this afternoon says that His Majesty's progress continues in every way satisfactory. The local discomfort has diminished.

INTERCESSORY SERVICE AT S. PAUL'S.

A crowded and impressive intercessory service was held at S. Paul's Cathedral this morning. The Duke and Duchess of Connaught and the Marquess and Marchioness of Langdowne were present.

ADMIRAL PERCY SCOTT.

HEAVY GUN SHOOTING.

The last number to hand of the *Naval and Military Record* says it is understood that in connection with the Coronation festivities Captain Percy Moreton Scott, C.B., has been specially selected for promotion to flag rank, so that before H.M.S. *Terrible* takes her departure from the China Station we may see Captain Scott's pennant hoisted on and an Admiral's flag hoisted in its stead. This well-deserved but tardy promotion will be greeted with general satisfaction throughout the Navy and nowhere more than in Far Eastern waters. A correspondent at Weihaiwei informs us that there the news of the honour done to Captain Scott was received with acclamation.

Our informant goes on to say that the competition this year for the Seymour Challenge Cup is even keener than it was last year and is being watched, with great interest. Very fine scores have been made with the 6-in. guns, the following being the details:—

No. of guns.	Calibre.	Rounds fired.	Hits made.
Ocean	12	6in.	163
Goliath	12	6in.	123
Terrible	12	6in.	109
Abhim	12	6in.	117
Blenheim	10	6in.	184
Cressy	12	6in.	82

The *Terrible*, which has held the record for the last two years, has now to fall into third place. Last year it will be remembered, her score was 128 rounds, 102 hits. The *Ocean* has now raised the record to 163 rounds, 117 hits, and the *Seymour Shield* will probably pass into her hands. The introduction of good shooting on the China Station was due to Admiral Sir Edward Seymour, and the good he did here is beginning to stretch to other naval stations. In the N. & M. *Record* we read that H.M.S. *Cressy* with 12 guns of 6in. calibre made 105 hits out of 139 rounds.

Lord Charles Beresford has publicly stated that the shooting of the Navy is bad. When all ships make such records as have been made by the China Squadron and now by the flagship of the N.A. and W.L. Squadron, his Lordship cannot have further cause to complain.

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DR. M. H. CHAUN.
33, Des Voeux Road CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
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THE WORLD-MASTERS.

BY
GEORGE GRIFFITH.

Author of "The Angel of the Revolution,"
"Brothers of the Chain," "The Justice
of Revenge," "A Honey-moon
in Space," &c., &c.

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CHAPTER XXIII.

The *Nadine* ranged alongside, Miss Chrysis
still sitting at her Maxim with Robertson beside
her ready to see to the ammunition feed, and the
president, leaning over the forward rail, said
as laconically as though he had been putting
the most ordinary business proposition:
"Good morning, Excellency. I guess you and
the Countess had better come on board as soon
as possible. If you'll lower the gangway I'll
send a boat; but if there's any more shooting I
shall think you'd better wait to do anything
unpleasant, you understand, but that, high-
toned friend of yours the Marquis has half-
poisoned most of us, and so the rest here to
take charge. Are you badly hurt?"

Count Valdemar held a hurried consultation
with the captain of the *Vidoga*, and replied as
politely as he could:
"The fortune of war is with you, Mr. Vandel,
and there is no need for any further conceal-
ment. We are crippled, but the watertight
compartments have been closed and we shall
float. Meanwhile we are helpless and entirely
at your service. What do you wish us to do?"

In the meantime the *Nadine's* boat had been
lowered and was pulling round her stern to the
gangway of the *Vidoga* which had been
lowered, and the president replied:
"We'll have to ask your Excellency and the
Countess to be our guests for a bit; so if you'll
just come right on board and tell your people
to get your baggage fixed up we'll be able to
save you a certain amount of unpleasantness,
and you will be a lot more comfortable on board
here than you will there, because we're going to
take what coal you've got and then sink you."

As the president said this, the captain of the
Russian yacht nodded towards a man standing
by one of the one-pounders on the fore deck.
He pulled the lanyard, there was a sharp bang,
and a shell bored its way through the plates of
the *Nadine* amidships, just missing the engines.
The next moment Miss Chrysis's Maxim began
to thud, spitting flame and smoke and lead,
sweeping the deck of the *Vidoga* from stern to
stem. Only those on the bridge were spared.
For a full three minutes the deadly hail contin-
ued, and there was not a man on deck who was
not killed or maimed. The president had
jumped to the breach of his gun, the muzzle
swung round till it bore directly on the part of
the *Vidoga* which contained her boilers. He
held up his hand and Chrysis stopped the
Maxim. Then she swung it on to the bridge,
glanced along the sights and touched the spring.
There was a crack and a puff of smoke and
flame, and the captain of the *Vidoga* was
standing about a couple of feet away from
Count Valdemar and Sophie, reeling half-round
and dropped with a bullet through his heart.

"I guess your Excellency and the Countess
had better come on board right away," said the
president, still looking along the sights of his
gun. "That's a pretty unhealthy place you're in,
and my daughter's only got the patience of an
ordinary woman you know."
Sophie looked across at the *Nadine's* bridge
and saw Chrysis's white face and burning eyes
looking over the barrel of the Maxim. Her
thumb was on the spring, and there was death
in her eyes. She took her father by the arm,
and said:
"Come, papa, it's no use. That she-devil
will shoot us like dogs if we don't go. Come."
And so they went down to the deck, strewn
with corpses and splashed with blood, to the
gangway ladder, at the bottom of which the
Nadine's boat was waiting.

Miss Chrysis at once left the gun with which
she had done such terrible execution, and went
with the chief officer to receive them. To the
utter astonishment of both the Count and
Sophie, she held out her hand as cordially as
though the meeting had taken place on the
terrace of Orrel Court, and said with a some-
what exaggerated drawl:
"Well, Countess, and your Excellency, I am
real glad to see you. We sort of thought we
should meet you somewhere about here, and I
am sure his lordship and the viscount and Lady
Olive when they get better will do all they can
to make you comfortable. Now here's the
Maxim. As she didn't have any of the
Marquis's punch last night, she's ready to show
you to your room. Mr. Vernon, perhaps
you'll be kind enough to attend to his Ex-
cellency. Good-bye for the present: I guess
we shall meet at lunch."

"Really, after the unpleasantness that has
happened," said the Count, "your kindness and
your hospitality are quite overwhelming."
"And," added Sophie, as the two prisoners
of war passed into the charge of their respective
custodians, "I must say that to me it is a
mysterious and charming. If the conditions
had been reversed I should certainly have shot
you!"

"It wouldn't have been quite fair," replied
Miss Chrysis, sweetly. "You see I had a gun,
and you hadn't."

She watched them disappear down the com-
panion way to the saloon; then she put her
hands up to her eyes, groped her way half-
blindly to a long wicker chair, dropped into it,
and incoherently fainted.

Just then the washed, shaved, now-cold
and thoroughly contented with the really splen-
did piece of work that had been done on one of
his beloved engines, came on deck, looking as
though nothing very particular had happened.
He saw instantly what was the matter.

"The lassie has a wonderful nerve," he said
to himself. "Ay, what a marvellous nerve! But
she's only a lassie after all, and we'd better
get her below. I'll just take her down to Mrs.
Evans without troubling the president. He's
got plenty to think about. Yes, Vernon's on
the bridge, and he'll see to things."

"Then he picked her up in his arms and carried
her down to her own cabin, and laid her in her
berth, and gave her into the charge of the
stewardess. When he went up to the captain's
room and found him just recovering consciousness.

"What's the matter, McNiven?" he said.
"That infernal punch last night seems to have
poisoned me. I seem to have been having a
marvellous time, with guns firing and—"

"That's all right, captain," replied the
Scottishman, "if you'd taken a dose of that infernal
punch and more honest whisky, as I did, you
wouldn't have such an awful head on you as I
suppose you have. Still there's nothing much
to trouble about. We've got the engine to
rights again, we've met the Russian yacht and
fought her and beaten her. Mr. Vandel's
Maxim's gone, and Miss Chrysis's—"

"And, now, Captain, don't you think that a
wee peg would do you good?" Mr. Vernon's on

the bridge, the president's holding up the
Russian with his gun, and the engines are
working all right, but half the crew and all the
company are still something like dead, with that
Frenchwoman's drugs, whatever they were."

Captain Burgess took the chief engineer's
hint, and a stiff brandy and soda. Then he
dressed and went on deck, and had a brief
conversation with the president, after which
he took charge of the operations of clearing
all the coal and stores out of the *Vidoga*.

The president and Miss Chrysis had to
entertain their involuntary guests at lunch, for
although the rest of the *Nadine's* company were
recovering consciousness, they were still under
the doctor's care and unable to leave their
berths, but at dinner that evening Lady Olive,
the Earl, and Hardress were able to welcome
them, and they did so with a sardonic cordiality
which compelled both his Excellency and Sophie
to admit that these Anglo-Saxons were, after
all, not such bad diplomatists as Europeans
were wont to think. Madame de Bourbon was
still prostrate, and the Marquis had the best of
reasons for remaining in her own cabin.

It was perhaps a strange dinner party as
ever sat down aboard or ashore, and it was
rendered doubly strange by the fact that the
last time they had all sat together most of them
suspected, and some of them knew, that this very
conflict, which had ended in spite of all dis-
advantages so completely in favour of the
Nadine and her company, was certain to take
place, yet very few references were made to the
state of active hostilities which had now been
practically proclaimed.

Count Valdemar and Sophie were treated on
board the *Nadine* exactly as they had been at
Orrel Court. Lord Orrel and Lady Olive
were just as they had been at Cowes and in the
Solent. Hardress, who had taken a somewhat
perilous large dose of the fair Adelaide's
punch, looked pale and nervous rather sleep-
y, until he had had two or three glasses of cham-
pagne, and then he seemed to brighten up and
began discussing international politics with a
frankness and an intimate knowledge which
surprisedly astounded their involuntary guests. So
far as the party was concerned there was now
no further need for anything like concealment,
and in their full nature and purpose, but even the
advent of the French and Russian expeditions
at Boothia Land was anticipated with what the
Count styled frankness.

Miss Chrysis, eating her strawberries at
dinner as daintily as though her hands had
never been within a mile of a Maxim gun,
chatted and chaffed just as she had been wont
to do at Orrel Court, and the president talked
gunnery and machinery with the captain and
Mr. McNiven, who had been invited to join
the party, and finally, when even the Marquis
came in to desert on Lord Olive's pressing
invitation, all that the board had left to dis-
cuss was the whole ship's company was
from Lord Orrel, who rose as she entered, and
said in such a tone as he might have used
in the drawing-room at Orrel Court:
"My dear Marquis, I am delighted to see
that you have recovered from the same
mysterious indisposition that has affected all
of us. I am really afraid that there must have
been something wrong with the recipe for the
punch à la Grande Monarque or perhaps it was
not intended for general use. However, as we
are all happily recovered, we need not trouble
ourselves any further about that."

Adelaide entered instantly into the spirit of the
comedy that was being played and she replied:
"Ah, my lord, it is so kind of you not to
blame me. Believe me, I am desolated, and
have been very nearly killed, and my poor aunt
believes too that she is going to die. It is my last
performance at punch-making. For I have torn
the horrible recipe up and thrown it into the sea."
"I am rather sorry to hear that, Marquis,"
said Hardress, looking at her with a cold steady
stare, which at once enraged and infinitely
amused her, for it proved that the empire,
which until a few hours ago she had hoped to
gain over him, and through him the world, was
now only a dream never to be realised. Still
she kept herself under command marvellously,
and greeted the Count and Sophie just as
though the *Nadine* had been lying off Cowes
instead of beingashed to the *Vidoga* in mid-
Atlantic, with the steam whistles rattling and
roaring over their heads, emptying the Russian
yacht's bunkers into her with a cold steady
stare, which at once enraged and infinitely
amused her, for it proved that the empire,
which until a few hours ago she had hoped to
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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Grass Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	PARRAMATTA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 5th inst. at Noon.
LONDON	SHANGHAI	Brit. str.	2 m.	E. Spicer	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON	ALCINOUS	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 11th inst. at Noon.
LONDON	SARFEDON	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 22nd inst.
LONDON & ANTWERP via SUEZ CANAL	ULYSSES	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On or about 15th inst.
LONDON & ANTWERP	TALEMACHUS	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 5th August.
LIVERPOOL DIRECT	LODOWICZ	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 18th August.
MAISELLES, HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 30th inst.
MAISELLES, LONDON & ANTWERP, v. SPOKE, &c.	SADO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	PRINZ HEINRICH	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 10th inst. at Noon.
HAVRE & HAMBURG	SILESIA	Ger. str.	2 m.	Dahle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	C. FERD. LAEISE	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	WURZBURG	Ger. str.	2 m.	von Binner	HAMBURG-AMERIKA LINIE	On 25th August.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September
NEW YORK via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	About 6th inst.
NEW YORK via SUEZ CANAL	ISADAMARU	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	RANDOLPH	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 20th inst.
NEW YORK via SUEZ CANAL	BENEDICT	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On or about 15th inst.
NEW YORK	COMET	Brit. str.	2 m.	Davis	REUTER, BROCKELMANN & CO.	Quick despatch.
NEW YORK	VERONA	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 15th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	F. F. Bennett	SHERMAN, TOMES & CO.	On or about 15th August.
VANCOUVER via SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.	CANADIAN PACIFIC R. CO.	On 16th inst. at Noon.
VANCOUVER via SHANGHAI &c.	ADRIAN	Brit. str.	2 m.	H. Mowat	CANADIAN PACIFIC R. CO.	On 17th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	OLYMPIA	Brit. str.	2 m.	J. Trubridge	DODWELL & CO. LIMITED	To-day.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	SHINANO MARU	Jap. str.	2 m.	M. J. Currow	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
AUSTRALIAN PORTS	INDRAVALLI	Brit. str.	2 m.	Chirk	PORTLAND & ASTORIA S.S. CO.	On 24th inst.
AUSTRALIAN PORTS	KUJURO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 17th inst. at 10 A.M.
AUSTRALIAN PORTS	TAIYUEN	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 5th inst. at Noon.
YOKOHAMA via SHANGHAI, MOJI & KOBE	MARIA VALERIE	Aus. str.	2 m.	Bellon	SANDER, WIELER & CO.	On 15th inst.
KOBE & YOKOHAMA	BANCA	Brit. str.	2 m.	E. P. Martin, R.N.	P. & O. S. N. Co.	On or about 12th inst.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 18th inst. at Daylight.
KOBE & YOKOHAMA	IZUMI MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
KOBE & YOKOHAMA	KIENYANG	Brit. str.	2 m.	W. B. Palmer	P. & O. S. N. Co.	To-morrow, at Noon.
SHANGHAI & KOBE	WHAMPONG	Brit. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	On 4th inst.
SHANGHAI	VALETTA	Brit. str.	2 m.	A. G. Cubitt	P. & O. S. N. Co.	On or about 4th inst.
SHANGHAI	DARTON MARU	Jap. str.	2 m.	T. Ogata	MIYU BUNSEN KAISHA	On 6th inst.
POOCHOW via SWATOW & AMOY	KING MARU	Jap. str.	2 m.	K. Suzuki	MIYU BUNSEN KAISHA	To-day.
POOCHOW via SWATOW & AMOY	MAIDU MARU	Jap. str.	2 m.	T. Saito	MIYU BUNSEN KAISHA	On 9th inst.
POOCHOW via SWATOW & AMOY	THAIEN	Brit. str.	2 m.	Robson	DOUGLAS LARSEN & CO.	To-morrow, at 11 A.M.
POOCHOW via SWATOW & AMOY	HAITAN	Brit. str.	2 m.	Chirk	DOUGLAS LARSEN & CO.	On 4th inst. at 11 A.M.
POOCHOW via SWATOW & AMOY	ROSETTA MARU	Jap. str.	2 m.	Tate	MIYU BUNSEN KAISHA	Quick despatch.
POOCHOW via SWATOW & AMOY	LAISANG	Jap. str.	2 m.	Chirk	GIBB, LIVINGSTON & CO.	To-day, at 3 P.M.
POOCHOW via SWATOW & AMOY	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-day, at Noon.
POOCHOW via SWATOW & AMOY	BISAGNO	Ital. str.	2 m.	M. Kuri	CARLWITZ & CO.	On 11th inst. at Noon.
POOCHOW via SWATOW & AMOY	HIROSHIMA MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 18th inst. at Noon.

SHIPPING.

ARRIVALS.
June 30, SHANGHAI, British str., 1835, T. Quill, Semarang 22nd June.—BUTTERFIELD & SWIRE.
July 1, GLENROY, British str., 3:41, P. Selby, London and Singapore 26th June, General. Mc GREGOR-BROS. & CO.
July 1, HAILAN, French str., 3:77, Andersen, Pakhoi and Hailan 30th July, General. A. R. Maltby.
July 1, HANOI, French steamer, 7:42, Merhe, Hainan and Hanoi 30th June, General. A. R. Maltby.
July 1, KONGHONG, German steamer, 8:7, Leiger, Chong 25th June, General. SANDER, WIELER & CO.
July 1, KANGSI, American str., 1:37, F. A. Brinsford, Chong 25th June, General. CHINESE.
July 1, KWEIYANG, British str., 1:03, G. Hucker, Canton 25th June, General. BUTTERFIELD & SWIRE.
July 1, LOROOK, German str., 1:01, Motherman, Bangkok 25th June, Rice and Wood. BUTTERFIELD & SWIRE.
July 1, NINA, British str., 1:03, W. P. Port, Moji 25th June, Coal.—M. B. KAISHA.
July 1, TAMBA MARU, Japanese str., 3:09, J. W. Wale, Singapore 25th June, General.—NIPPON YUSEN KAISHA.
July 1, YAKO MARU, British str., from Canton.
July 1, YAKO MARU, Jap. str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
1st July.
Emerald, British str., for Swatow.
Glenroy, British str., for Amoy.
Hailan, British str., for Swatow.
Hainan, French str., for Hailan.
Hainan, German str., for Shanghai.
Hainan, Japanese str., for Manila.
Hainan, Chinese str., for Shanghai.
Yuenching, British str., for Manila.
Yuenching, Chinese str., for Shanghai.
DEPARTURES.
1st July.
ESMERALDA, British str., for Manila.
Hailan, British str., for Swatow.
Hailan, German str., for Canton.
Hailan, French str., for Hailan.
Hailan, British str., for Canton.
Hailan, British str., for Manila.
Hailan, Norwegian str., for Shanghai.
Hailan, British str., for Kobe.
Hailan, German str., for Swatow.
Hailan, Swedish str., for Amoy.
Hailan, British str., for Canton.
Hailan, British str., for Manila.
Hailan, Chinese str., for Shanghai.

VESSELS IN DOCK.

AT THE HARBOUR MASTER'S OFFICE.
30th June.
ABERDEEN DOCK.—Dr. H. J. King, S.S. King, S.S. King.
COSMOPOLITAN DOCK.—
SHIPPING REPORTS.
The American steamer Kowloon, from Chong 25th June, had moderate N.E. winds and fine weather.
The British steamer Kowloon, from Chong 25th June, had light winds and fine weather throughout the voyage.
The British steamer Nina, from Moji 25th June, had light variable winds to turnabout fresh N.E. wind and rough sea to Lamook; light wind to port, fine, clear weather throughout.

VESSEL ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"LAISANG"
Capt. Payne, will be despatched as above TO-DAY, the 2nd July, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 26th June, 1902.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL AND AMERICAN PORTS.
THE Steamship
"PARRAMATTA"
Capt. F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 5th July, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Passage will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd June, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
"SHIMOSA" 6th July.
"BRAEMAR" 10th July.
"ATHOLL" 26th July.
"HEATHBURN" 31st July.
"RICHMOND CASTLE" 31st July.
"LENNON" 31st July.
"AFRIDI" 31st July.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 24th June, 1902.

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATINO UNITED COMPANIES).
STEAM FOR BOMBAY, VIA SUEZ CANAL AND PENANG.
Having connection with Company's Mail Steamships to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LEGHORN, GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).
THE Steamship
"BISAGNO,"
Capt. Muzio, will be despatched as above on FRIDAY, the 11th inst. at Noon.
At Bombay, the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLWITZ & CO.,
Agents.
Hongkong, 1st July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE

REGULAR MONTHLY SERVICE
FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK (via SUEZ CANAL).
The following steamer, will be despatched as above at monthly intervals, carrying
Cargo at current rates.
S.S. "INDRAMAYO" July, 1902.
S.S. "INDRAMAYO" August, 1902.
A NEW STEAMER September, 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents "Indra" Line, Ltd.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
KAGOSHIMA MARU BOMBAY, via SINGAPORE and COLOMBO. WEDNESDAY, 2nd July, at Noon.
TAMBA MARU KOBE and YOKOHAMA. THURSDAY, 3rd July, at Noon.
KUNANO MARU SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE. SATURDAY, 5th July, at Noon.
SADO MARU MARSEILLES, LONDON and PENANG, COLOMBO and PORT SAID. SATURDAY, 12th July, at Daylight.
SHINANO MARU U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 14th July, at 4 P.M.
MIKE MARU MOJI, KOBE and YOKOHAMA. TUESDAY, 15th July, at Noon.
SANUKI MARU KOBE and YOKOHAMA. FRIDAY, 18th July, at Daylight.
HEROSHIMA MARU BOMBAY via SINGAPORE and COLOMBO. FRIDAY, 18th July, at Noon.
IZUMI MARU KOBE. SATURDAY, 20th July, at Noon.
KASUGA MARU NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 25th July, at Noon.
HAMA MARU MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 26th July, at Daylight.
KAWACHI MARU U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. SATURDAY, 26th July, at Daylight.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Coast Line.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N. WEDNESDAY, 16th July.
R.M.S. "ATHENIAN" Comdr. H. Mowat SATURDAY, 26th July.
R.M.S. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N. WEDNESDAY, 6th Aug.
R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR" Comdr. E. Beetham, R.N. WEDNESDAY, 10th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Retur-tickets (except points at reduced rates, Good for 4, 6, 9, and 12 months).
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and of European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the EXCELLENCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.
SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.
The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender's Street.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA. FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP. TONS. CAPTAIN. HONGKONG.
"INDRAVALLI" 3,152. Cray. July 26, 1902.
"INDRAPURA" 3,152. Hollingsworth. Sept. 13, 1902.
"INDRASAMHA" 3,152. Sept. 13, 1902.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through-rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 1st March, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Trubridge	July 2nd
GLENHOLM	3,750	G. E. Warner	July 12th
Duke of Fife	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Paxton	August 9th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.
Excellent accommodation. First-class Table, Doctor and STEWARDESSES carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 458.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Delta and St. Michael.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 12th May, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY	10th July.
SACHSEN	THURSDAY	24th July.
* KLAUSCHOU	THURSDAY	7th August.
BATERN	THURSDAY	21st August.
KONIG ALBERT	THURSDAY	4th September.
PRINZESS IRENE	THURSDAY	18th September.
DARMSTADT	WEDNESDAY	1st October.
PREUSSEN	WEDNESDAY	15th October.
* HAMBURG	WEDNESDAY	29th October.
KARLSRUHE	WEDNESDAY	12th November.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 10th day of July, 1902, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 8th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 9th July, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 9th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOCHERS & CO., AGENTS.

Hongkong, 28th June, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Colombo).	On 4th July.	Freight and Passengers.
SAMBIA	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Penang).	On 15th July.	Freight and Passengers.
SILESIA	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Penang).	On 30th July.	Freight and Passengers.
C. FERD. LAEISE	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Penang).	On 14th Aug.	Freight and Passengers.
WURZBURG	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Penang).	On 28th Aug.	Freight and Passengers.
KONIGSBERG	FOR MARSEILLES, HAVRE, and HAMBURG (Calling at Singapore and Penang).	On 10th Sep.	Freight and Passengers.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDING, No. 1.

13.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON.

REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	and PERIN	July 3rd	Freight only.
KOBE	W. B. Palmer	July 3rd	Freight only.
SHANGHAI	VALETTA	About 4th	Freight or Passage.
	A. G. Cubitt, R.N.	July	Freight or Passage.
LONDON, &c.	PARRAMATTA	Noon, 5th	See Special Advertisement.
LONDON	SHANGHAI	Noon, 11th	Freight or Passage.
	E. Spicer, R.N.	July	Freight or Passage.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ULYSSES"	On 5th July.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 11th July.
GLASGOW and LIVERPOOL	"TYDEUS"	On 17th July.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 23rd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 29th July.
GLASGOW and LIVERPOOL	"DARDANUS"	On 31st July.
HOMWARDS.		
TO	STEAMERS	DATE
LONDON	"STENTOR"	On 3rd July.
LONDON	"ALCINOUS"	On 10th July.
LONDON	"SARPEDON"	On 22nd July.
LONDON	"ULYSSES"	On 28th July.
LONDON and ANTWERP	"TELEMACHUS"	On 19th Aug.
LIVERPOOL DIRECT	"IDOMENEUS"	On 13th July.
LIVERPOOL DIRECT	"TYDEUS"	On 20th Aug.

(Taking Cargo at London Rates)
The S.S. "ULYSSES" left Penang on the 24th ult., and is expected here on the 2nd inst.
The S.S. "ALCINOUS" left Singapore on the 30th ult., and is expected here on the 5th inst.
For Freight, apply to

Hongkong, 28th June, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 4th July.
TIENHSIN	"KWEIYANG"	On 8th July.
PORT DARWIN, THURSDAY		
ISLAND COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY, MELBOURNE and		
ADELAIDE	"TAIYUEN"	On 26th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

Hongkong, 1st July, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSWI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 6th
AND AMOY	T. OGATA	July.
TAMSWI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 13th
AND AMOY	T. KITANO	July.
FOOCHOW, VIA SWATOW	"ANYING MARU"	WEDNESDAY, 2nd
AND AMOY	K. SUGIYAMA	July.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 9th
AND AMOY	T. SAITO	July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises a Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd June, 1902.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENGLUCH"

Captain Thompson, will be despatched as above on or about the 15th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd June, 1902.

"BEN" LINE OF STEAMERS.

THE Steamship

"BENEDI"

Captain Clark, will be despatched as above on or about the 15th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd June, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 17th July, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1902.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA"

Captain F. F. Bement, will be despatched for the above ports on or about the 15th August.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour.

* ADOLPH OBIG, Amr. barque, S. Amesbury.

* EVIE J. RAY, American barque, Kaston.

* SANDER, Wieler & Co.

Hongkong, 1st July, 1902.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE"

will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1902.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"SHIRE"

will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1902.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"SHIRE"

will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1902.

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"SHIRE"

will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th June, 1902.

FOR NEW YORK.

THE A1, Am. British Barque

"COMPT"

Captain Davis, is now loading for the above port, and will have quick despatch.
For Freight, apply to
REUTER, BROCKELMANN & CO.
Hongkong, 25th June, 1902.

Hongkong, 25th June, 1902.

Hongkong, 25th June, 1902.

Hongkong, 25th June, 1902.

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